(iv) रेलपथ अनुरक्षण के लिए टाई-टैम्पिंग और गिट्टी क्लिनिंग मशीनों के उपयोग में उत्तरोत्तर वृद्धि की गई है।

(v) रेलपथ ज्यामिति और रेलपथ की चालन विशिष्टताओं पर निगरानी रखने के लिए परिष्कृत रेलपथ अभिलेखी कारों, दोलनलेखी कारों और सुवाह्य एक्सेलेरोमीटरों का उत्तरोत्तर उपयोग किया जा रहा है।

(vi) कई डिपुओं में सवारी डिब्बों और माल डिब्बों के लिए अनुरक्षण सुविधाओं को आधुनिक बनाया गया है और ग्रेडोन्नयन किया गया है।

(vii) धुरों के कोल्ड ब्रेकेज के मामलों की रोकथाम के लिए धुरों में पड़ने वाली दरारों का पता लगाने के लिए नेमी ओवरहाल डिपुओं में पराश्रव्य परीक्षण उपस्कर लगाए गए हैं।

(viii) चौकीदार रहित समपारों पर सीटी बोर्डों/गति अवरोधकों और सड़क संकेतों की व्यवस्था की गई और ड्राइवरों के लिए दृश्यता में सुधार किया गया है।

(ix) किस तरह से समपार सुरक्षित ढंग से पार किया जाए इसके लिए सड़क उपयोगकर्ताओं को शिक्षित करने के लिए आडियो-विजुअल प्रचार-प्रसार अभियान चलाए जाते हैं।

(x) यात्री गाड़ियों में ज्वलनशील और विस्फोटक सामग्री ले जाने से रोकने के लिए उपाय किए गए हैं।

(xi) ड्राइवरों के प्रशिक्षण मे सिमुलेटरों के उपयोग सहित ड्राइवरो, गार्डों और गाड़ी परिचालन से संबंधित कर्मचारियों की प्रशिक्षण सुविधाओं को आधुनिक बनाया गया है।

(xii) निर्धारित अंतरालों पर पुनश्चर्या पाठ्यक्रम नियमित रूप से आयोजित किए जाते हैं।

(xiii) गाड़ी परिचालन से संबंधित कर्मचारियों के कार्य निष्पादन की निरंतर निगरानी की जाती है और जिन कर्मचारियों में कमी पाई जाती है उन्हें त्वरित प्रशिक्षण के लिए भेजा जाता है।

(xiv) कर्मचारियों में संरक्षा जागरूकता जागृत करने के लिए आवधिक संरक्षा अभियान चलाए जाते हैं।

Upgradation in the Cadre of Officers

1984. SHRI JALALUDIN ANSARI: Will the Minister of RAILWAYS be please to state:

(a) whether it is fact that upgradation in the cadre of officers was effected in 1973 and 1980. With an undertakings to the Cabinet Secretariat to mainly benefit the Group 'B' officers on Indian Railways;

(b) if so, whether this upgradation has since been implemented;

(c) if so, the number of Group 'B' officers actually benefit from this scheme;

(d) if not, whether the administration proposes to extend the benfit to Group 'B' officers;

(e) if so, by when; and

(f) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) to (c) In 1973 and 1980, 220 and 382 posts, respectively, of Assistant Officers were upgraded to Senior Scale. These upgradations were, inter-alia, to facilitate larger induction of Group 'B' officers into Group 'A'

As many as 463 posts in Junor Scale of Group 'A' Services were provided for promotion exclusively from Group 'B' officers as a special case in addition to the normal promotion quota. However, in case of three department filling up of additional posts exclusively by promotion from Group 'B' was set aside by the Tribunals.

(d) to (f) Do not arise.

Model Railways Stations in Punjab

1985. SHRI IQBAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railways stations proposed to be developed as model railway stations in the State of Punjab during the year 1997-98;

(b) the stations developed as modell railway stations in the State so far;

(c) what are the details of facilities available in these stations;

(d) whether Government have identified some railway stations in Punjab State for their development as model stations;

(e) if so, the details thereof; and

(f) the steps being taken by Government in this regard?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) to (f) Model station scheme which was introduced to develop some of the stations as Models to other stations during 1986 has since been discontinued in 1992. Under this scheme, Jalandhar City was developed as model station in Punjab. However, provision of faciltities for passengers at railway station is a continuous process and the same is undertaken wherever warranted by traffic needs depending on the availability of funds. Accordingly various works have been taken up at Amritsar, Jalandhar City, Ludhiana, Beas, Firozpur Cantt., Bathinda and Jandiala.

Reduction in Waiting time for purchase of reservation trickets

1986. SHRI V. HANUMANTHA RAO: Will the Minister of RAILWAYS be please to state:

(a) whether Government have drawn up any plan to reduce the waiting time in large cities for the purchase of reservation tickets;

(b) whether it is a fact that it takes 2 to 3 hours to purchase tickets at railway stations in large cities;

(c) whether there is any proposal to have 24-hour reservation facilities in major cities; and

(d) if not, how does Government propose to reduce the time taken for buying tickets?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) and (b) During the peak seasons such as summer rush, pooja rush and christmas vacations waiting time in the large cities for purchasing tickets is considerably more. During other periods of the year, the waiting time varies from 20 to 40 minutes at the reservation counters.

(c) No, Sir.

(d) Various steps taken by the railwasy for reducing the waiting time for purchasing tickets inter-alia include expansion of the computerised locations, opening of satellite reservation offices and provision of additional reservation/ booking counters.

Amenities at Chandigarh for Railways Passengers

1987. DR. Y. LAKSHMI PRASAD: Will the Minister of RAILWAYS be please to state:

(a) whether the Chandigarh Railway Passengers Welfare Association have written to the Prime Minister and Railway Minister seeking more facilities and amenities at Chandigarh for railway passengers;

(b) if so, the details of their demands; and

(c) the action taken thereon?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) Yes, Sir.

(b) The details of the demands are as under:—

(i) Conversion of Chandigarh Railway station into model, Modern and terminal Railway station.

(ii) Extension of August Kranti Express, Dakshin Express, Kerala Express, Karnataka Express and Tinsukia Express upto Chandigarh.

(iii) Introduction of direct train service for Bombay Central, Dadar, Manmad, Nanded, Goa, Pune and Patna Sahib from Chandigarh by attaching some coaches in different trains.